

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,161 tons.....Captain H. D. Jones.
"FOWAN," 2,138 "....." W. A. Valentine.
"FATHAN," 2,160 "....." R. D. Thomas.
"KINSHAN," 1,995 "....." J. J. Loselius.
"HEUNGSHAN," 1,993 "....." R. D. Thomas.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons.....Captain E. H. Grainger.
"SUI-TAI," 1,651 "....." G. F. Morrison.
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons.....Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons.....Captain J. Willox.
"NANNING," 1,589 "....." Mackinnon.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 25th February, 1907.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half March	JAPAN	First half March
TJIBODAS	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG.	JAVA	Second half March	JAPAN	Second half March
TJIMAH	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAPAN	First half April	JAVA PORTS	Second half April

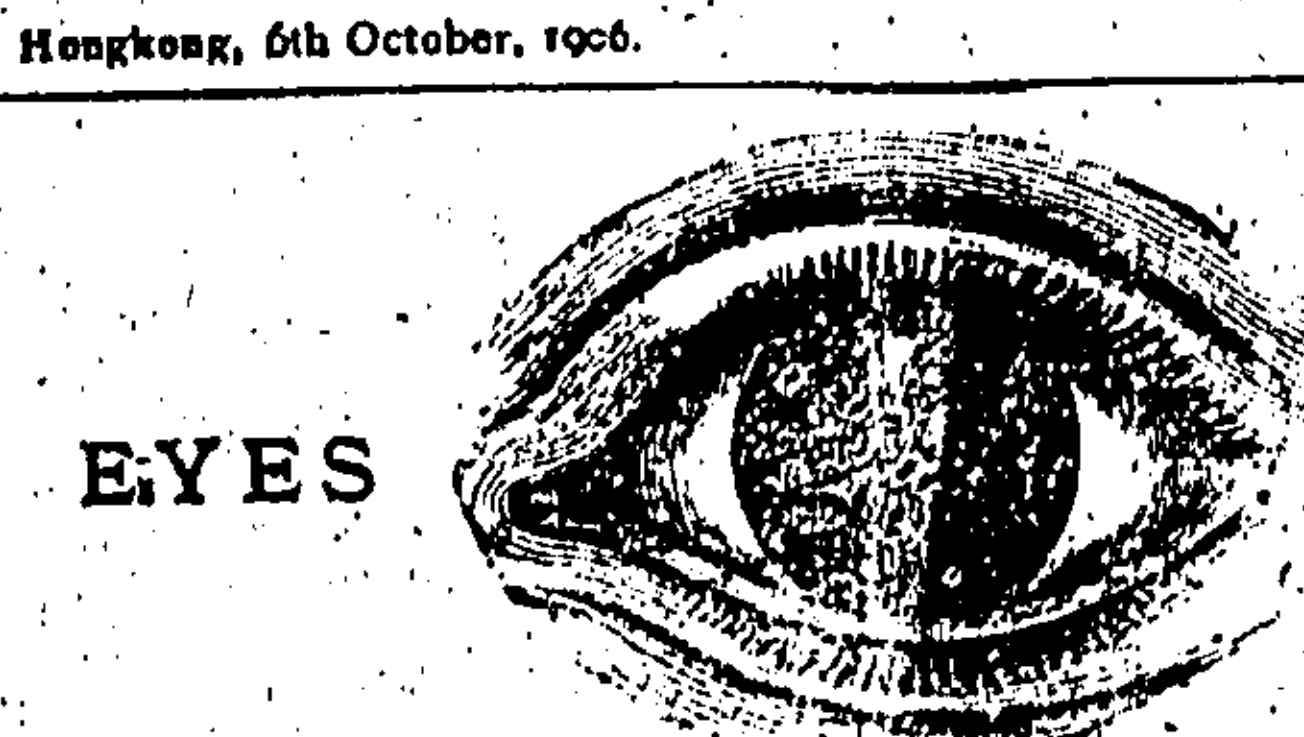
The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LINE

Telephone No. 375.
YORK BUILDINGS, 1st Floor.
Hongkong, 16th February, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 3 1/2 DAYS.
THE steamers sail from HONGKONG to SAMSHUI, SHUIHONG, TAKHING and WUCHOW. They pass through the Canton Delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
Fare for the Round Trip \$3.50
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
For further information, apply to—
BUTTERFIELD & SWIRE,
WEST RIVER BRITISH S.S. CO.
HONGKONG.



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

51, John Street, Bedford Row, W.C. 59, Bentinck Street, 565, Nanjing Road
Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
37, DES VOGES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd July, 1905.

TEIN TING.

LATEST METHODS OF DENTISTRY.

Studio at No. 14, MACAU ROAD STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

Ships.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINCESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
SACHSEN	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 8th May.
BAVERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

*First-class accommodation being engaged by H. M. THE KING OF SIAM, second-class passengers only, will be accepted.

ON WEDNESDAY, the 13th day of March, 1907, at Noon, the Steamship PRINCESS ALICE, Captain Ch. Polack, with Mails, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 12th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lb. and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.
Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:
TO NAPLES, GENOA & GIBRALTAR 1st Class 2nd Class 3rd Class
Return 61. 0. 0. 42. 0. 0. 22. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG 65. 0. 0. 44. 0. 0. 24. 0. 0.
Return 97. 0. 0. 66. 0. 0. 36. 0. 0.

* TO NEW YORK VIA SUEZ:
Via NAPLES, GENOA OR GIBRALTAR 64. 0. 0. 44. 0. 0. 26. 0. 0.
Return 115. 0. 0. 79. 0. 0. 47. 0. 0.
Via BREMEN OR SOUTHAMPTON 68. 0. 0. 46. 0. 0. 27. 0. 0.
Return 123. 0. 0. 83. 0. 0. 49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo, by rail or steamer is however not included.

Interruption of the Voyage in Egypt:
Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN, BRISBANE, SYDNEY AND MELBOURNE.
PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration.)

STEAMERS.
PRINZ SIGISMUND.....3,302.....THURSDAY, 28th March.
MANILA.....1,790.....SATURDAY, 30th April.
PRINZ WALDEMAR.....3,227.....THURSDAY, 23rd May.

ON THURSDAY, the 28th day of March, 1907, at Noon, the Steamship PRINZ SIGISMUND, Captain Lens, with Mails, Passengers and Cargo, will leave this port as above.
The steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:
TO MANILA 1st Class 2nd Class 3rd Class
Return \$50.00 \$30.00 \$20.00
TO NEW GUINEA \$38.00 \$18.00 \$14.00
Return \$50.00 \$30.00 \$20.00
TO BRISBANE \$30.00 \$20.00 \$14.00
Return \$50.00 \$30.00 \$20.00
TO SYDNEY \$33.00 \$23.00 \$15.00
Return \$59.10 \$41.10 \$24.10
TO MELBOURNE \$34.10 \$24.10 \$16.00
Return \$62.50 \$44.50 \$25.00
TO YOKOHAMA \$30.00 \$20.00 \$14.00
Return \$50.00 \$30.00 \$20.00
TO KOBÉ \$35.00 \$25.00 \$16.00
Return \$57.00 \$37.00 \$22.00
TO YOKOHAMA & back from KOBÉ to HONGKONG \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 1st Class 2nd Class 3rd Class
Return £97. 0. 0. £66. 0. 0. £36. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.
EUROPEAN & AUSTRALIAN SERVICE.

FOR
YOKOHAMA & KOBÉ RANDAN THURSDAY, 11th Mar.
SHANGHAI, NAGASAKI, ZIETEN WEDNESDAY, 13th Mar.
SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, WEDNESDAY, 27th Mar.
KOBÉ & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.
Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. Co., T. & K. R., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:
TO LONDON VIA PLYMOUTH & SOUTHAMPTON 1st Class 2nd Class 3rd Class
Return £62. 0. 0. £42. 0. 0. £22. 0. 0.
TO BREMEN £65. 0. 0. £45. 0. 0. £24. 0. 0.
TO PARIS VIA CHERBOURG £67. 0. 0. £47. 0. 0. £25. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR £68. 0. 0. £48. 0. 0. £25. 0. 0.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.
No. 2 DOCK. Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.
The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).
Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.
Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.
Tenders will be made up when required and the workmanship and material will be guaranteed.
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 173, 500, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
Liebers, Scotts, A. I. and Watkins.
Yokohama, May 23rd, 1905.

Telephone: Nos. 173, 500, or 681.
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For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.
In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 2nd October, 1906.

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SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 2nd October, 190

Intimation.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and SHERRIES bottled in Europe have been especially selected and procured from the celebrated Firm of

C. G. SANDEMAN SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 5, 1907.

THE QUESTION OF FIRE ESCAPES.

As the result of a disastrous fire which occurred the other day in the central district of Victoria—in which six persons were burned to death—a matter of supreme importance to the native residents in the more crowded sections of the city was brought to light at the inquest which followed. The fire began in the lower floors while the inhabitants were asleep, with the result that before assistance could be rendered, and the residents brought to a realization of their danger, all escape by the ordinary staircase had been cut off and safety could only be attained by way of the roof. From the evidence adduced, the only means of gaining the roof was by way of a bamboo ladder, the usual rickety arrangement in no way designed to prove adequate in times of emergency. The usual panic occurred among the afflicted people, and before half of the tenants had been dragged to safety the ladder took fire and six lives were lost. One of the jurymen suggested that under the Public Health and Buildings Ordinance certain provisions are included for the erection of fire escapes in tenement houses, and certain recommendations were made by the jury as to the necessity for ensuring the enforcement of the law on this subject. To begin with, everybody knows how absolutely absurd are the means of quick egress from buildings which are solely occupied by the poorer classes of Chinese. The staircases are ridiculously narrow, almost perpendicular, and invariably dangerous in ordinary times when there is no occasion for the resident to make a hurried exit. Even in houses of modern construction no attempt has been made to depart from the custom of curtailing the width of the passage-way. The whole aim and object of the builder seems to be to snatch every available inch of space from the staircase at the expense of any reasonable degree of convenience. The wood employed in the construction of these houses is of the commonest description, as dry as tinder and, therefore, ready to ignite on the slightest

pretence. If the staircase goes, there is only one refuge and that is the roof, but to reach the roof the fugitives must make use of some antiquated ladder which itself is as inflammable as the staircase. In answer to their verdict the jury in question said: "We would recommend that section 149 of the Public Health and Buildings Ordinance of 1903, with regard to fire escapes, be strictly enforced." Now, it will be interesting to turn to section 149, which the jury evidently believed would meet the question. The section reads: "Every new building shall be provided on every storey, the floor of which is more than forty feet above the level of the street, with such means of escape in the case of fire for the persons dwelling or employed therein, as the Building Authority may reasonably require. The provisions of this section shall, after the expiry of three years from the date of the commencement of this Ordinance, apply to existing buildings." No doubt those who framed the Ordinance, were animated by the most laudable desire to enable those residing in tenements to escape from a burning building even if the lower storeys forbade egress by the ordinary passage. And the jury had the same end in view when they added their rider to the verdict. But a brief consideration of the section will show that it is practically useless as a precautionary measure. For instance, it only applies to buildings where the floor is 40 feet from the level of the street. In the case of the Loi Lane fire, the highest floor was less than 40 feet from the street, yet more than half the residents were caught in a death-trap. Besides, at a height of 20 feet from the ground the tenants might be in as great danger of their lives as they would be in a building ten times that height. So that the rider to the verdict, although added in all good faith and with the best of intentions, might appear to have done an injustice to those whose duty it was to see that the provisions of the Ordinance were carried out. Again, the section simply speaks about "means of escape" and gives no indication of what the Building Authority might "reasonably require." It might be held that a rope was a sufficient means of escape, but what would be quite satisfactory so far as adults were concerned would not always meet the requirements of children. In many respects the Ordinance as it stands is incomplete, ambiguous and crude. It will have to be improved out of recognition before it can be considered an effective instrument, and one can only trust that the Public Health and Buildings Ordinance Commissioners, who are said to have practically concluded their work, have not overlooked this vital point which means so much to the community in general.

LOCAL AND GENERAL

CAPTAIN W. C. C. Ash, Middlesex Regiment, on vacating the adjutancy of the 5th Battalion, Mill Hill, London, has been posted to the 4th Battalion, Londonderry. Captain A. H. Hooper, of the 4th Battalion of the gallant "Dickies," has been transferred to the 3rd Battalion at Hongkong, at his own request.

MME. Makharoff, widow of the famous Russian Admiral, whose name will be familiar in connection with the siege of Port Arthur, was robbed on 29th Jan., while in a hotel on the Promenade des Anglais. Mme. Makharoff was about to start for Berlin when she missed a case of jewels worth several hundred thousand francs, including a decoration conferred upon her by the Tsar.

A BILL has been introduced into the Japanese House of Representatives for the creation of a Government monopoly of the manufacture of machines and export of machinery, but enabling the Government to grant to a company a charter for carrying on manufacture and exportation for a certain time. According to the *Japan Times*, the Bill is considered as a preliminary step to the organization of a match trust.

It would appear that, for the present anyway, there will be no change in the arrangement that the senior flag officer of either the Australian Squadron or the Chinese Squadron will command the Eastern Fleet, which is composed of these squadrons and the East Indies Squadron. The latter having been reduced to a commodore's command will no longer furnish a flag officer, whose seniority would entitle him to the command.

THE *Japan Mail* states that there is another big project on foot. It is headed by Mr. Sakawa Tsuneaki, formerly head of the Agricultural and Commercial Bureau, and it is said to have the support of many influential men. The idea is to convert much of the present upland, whether cultivated or lying waste, into rice fields. It is believed that the country's production of rice can thus be increased by ten million koku, which, at ¥1 per koku means an income of ¥10,000,000. The capital of the proposed company is put at 100 million yen.

INSPECTOR Kerr, of Taim-sa-tsu Police Station, paid a visit to Ah Chau Island yesterday evening and while there raised a matchless, where he understood intoxicating liquor was being sold on the quiet. The raid bore fruit. In a corner of the shed no less than seven jars of *samsu* were found. The owner of the shed, a cook named Lui Ching Tsun, was arrested on the charge of selling *samsu* without a licence. On being charged before Mr. C. A. D. Melbourne, this morning, at the Police Court, he pleaded guilty and was fined \$50, with the option of three months' hard labour. The fine was paid.

THE calendar of Hongkong College of Medicine for 1907 has just been issued.

WONG KAM CHO, managing partner of a hong at No. 10, Bonham Street, was arrested in Des Voeux Road West, shortly before midnight, yesterday, on a charge of disorderly behaviour. Mr. F. C. Almeida, a Castro appeared for the defence, and asked for a remand, which was granted.

Dr. J. M. Atkinson, Principal of the Medical Officer, returned from Manila to-day. Dr. Atkinson went over to attend the medical convention at the Hongkong College. The paper of Dr. W. V. M. Koch, medical officer in charge of the infectious diseases hospital of Hongkong, dealing with beri-beri, was read by Dr. J. M. Atkinson.

ALTHOUGH few of the articles deal specifically with Hongkong affairs, the *Far Eastern Review* for February is an admirable production, which must appeal to those who are compelled by the nature of their business to keep in touch with affairs in this part of the world. Attention is paid to the expansion of the sugar industry in Japan, the growing importance of rubber cultivation in the Straits, and a variety of other matters of commercial interest. As usual, the *Review* is very fully illustrated, with excellent photographic reproductions. The Editor and publisher are to be congratulated on the result of their joint efforts.

THIS survey ship *Merlin*, Captain J. F. Parry, which has just gone out to the China Station, had considerable changes made in her appearance and armament prior to leaving for the Far East. The hull French grey paint for service in home waters was replaced by white paint, which is more suited to tropical conditions, and as her masts were reduced to three, she looks more like a yacht than one of His Majesty's ships. The original armament consisted of six 4-inch guns, four 3-pounders, and a couple of maxims. The heavy guns have been removed, and the small quickfiring reduced to two 3-pounders, and the two machine guns. Sail power having been dispensed with, the sail-room is now utilised for the large supply of stores which survey ships carry.—*L. & C. Express*.

THE *Manila Times* of 28th ult. says:—The Local Court of First Instance handed down a decision this morning in the case of the Hongkong and Shanghai Banking Corporation v. Alejandro Macleod, on a demurrer which was filed therein by the plaintiffs. The suit was filed to prevent payment of a note executed by Aldeco and Company and held by "Vueda de sanja é hijos" to the credit of Alejandro Macleod, the Hongkong Bank alleging insolvency on the part of Aldeco and Company. This was the suit which brought about the dissolution of Aldeco and Company. Alejandro Macleod and wife, in whose favour the note had been executed, and by whom it had been endorsed over to her husband, represented by Attorney Aitken and through him filed a demurrer to the complaint. The demurrer was this morning allowed, and the case of the Hongkong Bank is practically ruled out of court.

A SMALL fire which broke out on the second floor verandah of No. 226, Des Voeux Road Central, at half-past seven o'clock this morning, caused some excitement in that neighbourhood. The fire-fighters, who were going through their drilling exercises at the fire Brigade Station, when the alarm was given, turned out in three minutes. They were in charge of Capt. Lyons. On arrival at their destination, it was seen that a quantity of maling and bakum, which was stacked in the verandah, was ablaze and the fire had spread to the beams of the verandah. Hoses were laid in a hurry, which threw the tramway service out of order, and within half an hour, when the burning material was thrown into the street, the blaze was quenched. The damage done is estimated at \$25. The origin of the outbreak is not given as yet, but it is believed, however, that a lighted cigarette thrown carelessly into the heap of rubbish started the fire.

MUCH sympathy, says the *L. & C. Express*, will be felt for the Colony of Hongkong, which seems to be receiving more than its fair share of disasters at the hands of nature. Scarcely recovered from the effects of the typhoon of last September, it has been visited by another storm, which, according to the telegrams to hand, has resulted in great loss of life and much destruction to shipping. In days gone by the Colony has passed through many a trying ordeal, but it has always come out on top. Whether in fighting the deadly plague of repaving the ravages of destructive typhons the inhabitants have never been lacking in that pluck and grit which seem to be the special characteristics of British Colonists all over the world. The recent disasters, we are sure, will be met in the same spirit, although we may express our sympathy with a community which has suffered so much from causes over which neither it nor the administration has any control.

INSPECTOR RITCHIE, of the Central Police Station, arraigned a picklayer, Tsang Kwong by name, of No. 39, Second Street, before Mr. F. A. Hazeldan, this morning, at the Police Court, on a charge of snatching a gold earpick, valued at \$15, from Sai Mei, a married woman, in Hollywood Road, this morning. The thief took place about seven o'clock. The complainant was watching a procession, which he caught up, roamed her from behind, grabbed the earpick, which she carried in her ear, and bolted down Possession Street, the complainant following, crying "Catch thief!" Before he arrived in Queen's Road West arrived saw Lukong 939 awaiting his arrival. He changed his mind straight away and was running back when a civilian seized him. The Lukong took him in charge. The earpick was not found on him and it is believed he handed it over to a confederate, who escaped, before making a dash for liberty. The case was adjourned.

THE MACAO CASE.

JUDGMENT FOR THE PLAINTIFF.

At the Supreme Court, this morning, his Honour Sir Francis Pigott, Chief Justice, delivered judgment in the action brought by O-Yee Tsai, a merchant, against the Fook On Assurance and Godown Company, Limited, of No. 123, Des Voeux Road Central, to recover the sum of \$4,000, being the amount of the insurance of the steamship *Macau*, which foundered in the September typhoon, and which it was alleged, was insured with the defendant company.

Mr. M. W. Slade, instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff, the defendants being represented by the Hon. Mr. H. E. Pollock, K.C., who was instructed by Mr. C. F. Dixon, of Mr. John Hastings' office.

The Chief Justice said: Having admitted evidence in order to clear up what I held to be a latent ambiguity in the policy sued on in this case, I have now to consider the effect of that evidence. It reveals a very remarkable case of coincidence. The plaintiff, O-Yee Tsai, to be more accurate, the plaintiff's father, O-Yik, Wong on his behalf, purchased some few weeks ago, an old Chinese gunboat, and spent considerable sums of money in converting her into a merchant vessel for the purpose of coastwise trade, in putting her into a seaworthy condition, and generally in effecting improvements on her. He named her the *Macau*. He had never insured her on her voyages, but in the month of August, 1906, having in contemplation a somewhat longer voyage than usual, to Amoy, about the middle of the ensuing month, he endeavoured to effect an insurance on her for \$50,000 or \$60,000, his estimate of her value being \$30,000 odd. He seems to have had some difficulty at first in doing this, but at length matters were arranged through an intermediary, with the defendant company, who first agreed to take a risk up to \$50,000; but afterward, on or about 14th August, they agreed to take up \$100,000, if the plaintiff would himself insure her for the remaining \$50,000, he having given the value at \$50,000, and would not insure in any other company. The policy was signed during the afternoon of 17th September, being timed to take effect from 7 p.m. On that day the final discussion took place. On the morning of the 18th a disastrous typhoon swept over the harbour, and the vessel sank before she started on her voyage. The curious part of the case is that the Fook On Company seems never to have insured a vessel before.

A few days after the *Macau* sank a claim was made for payment of the insurance; the company repudiated all liability, on the following definite grounds—that the vessel had not started on her voyage, and that the premium had not been paid, but only guaranteed. Later on, the company based its refusal on another ground, which is, in fact, the defence raised in this action, that the policy was an "open" and not a "value" policy, and that the company was only liable to pay 40 per cent of the real value of the ship. Now, there is not the slightest objection in law that I can see to the position thus taken by the company, though, of course, it may be matter of comment. They may have put forward untenable reasons for non-payment at first, and when they have consulted their legal advisers, they may put forward an entirely new ground of defence, on which they are entitled to succeed if it is a good defence. But this correspondence, which was not put in, but the purport of which the company's secretary admitted, does to my mind throw some light on what actually happened when the insurance was entered into; and unfortunately the advice he seems to have received has so tinged the recollection of the secretary who conducted the negotiations, as to what took place, as to induce him with reluctance to say that I do not believe his evidence on a very material point. I now turn to the evidence of what led to the use of the ambiguous term in the policy. The estimated value of the vessel is \$55,000.

I have no doubt that O-Yik Tsai is right in his figures. I am satisfied that he has expended \$55,000 on the vessel, though I am not quite satisfied that the whole of that sum would properly be taken to be her value if I were to hold that the policy is an open one for some part of it, though how much I cannot say, seems to have been for repairs in consequence of ordinary wear and tear. On the other hand I cannot accept the valuation of Captain Douglas, though I feel quite sure it is an accurate valuation of the market value of the ship—as the basis on which I should estimate her insurable value. It seems to me that to do this would destroy the quality of an insurance, that it is a contract of indemnity; for it is quite clear that the amount given by Captain Douglas would not enable the plaintiff to retrieve the position in which he was prior to the loss of the vessel, that is, again to become the owner of a lighted sailing ship. The question whether a person who insures an old thing—whether it be a ship or anything else—is entitled to be paid a sum which would purchase a new thing, is the practical question which must often present itself to insurance companies, and I am not sure that the law can help very much. There is no doubt that in some cases as in the case of a house, the person who takes out a policy may be in a better position—having a new house—than he was before the loss. But what the law does say is that he must not be in a worse position, otherwise insurance would cease to be a contract of indemnity. The only possible middle course, in the case of a ship, admittedly I'd have purchased and on which money has been expended for constructive repairs, would be to award the owner enough money to enable him to purchase a vessel in as good a condition as his repaired vessel, supposing such a vessel to be on the market.

The Chief Justice went further into the facts of the case, but owing to pressure on space we are obliged to hold over his Lordship's observations till to-morrow. It may be stated, however, that the Court found for plaintiff with costs.

THE MORTGAGE CASE.

CHIEF JUSTICE DELIVERS JUDGMENT.

Judgment was delivered by Sir Francis Pigott, Chief Justice, in the Supreme Court, to-day, on the law in the case in which a woman named Cheung She, alias Li Cheung Shi, sought for a declaration that a mortgage on certain property in Wing Lok Street was null and void. It had been alleged that in November, 1903, a certain Li Fuk, who had inherited certain property from his father, Li Ting Fun, died in Canton, leaving in this Colony, including a leasehold property known and registered as section B of Marine Lot 10, 163 (the property in question), and having by his will appointed the plaintiff executrix of his estate, a mortgage was granted to the plaintiff. On March 28th, some person, to the plaintiff unknown, impersonating Li Fuk executed an indenture of mortgage on the property for \$10,000, and on March 29th the mortgage was registered at the Land Office. The plaintiff therefore claimed a declaration, that the said mortgage was null and void. The Chief Justice, at a previous sitting of the Court, in pronouncing his finding on the facts of the case held that mortgage was a fraudulent one. It was not made by Li Fuk and he could find nothing to connect Ma Fu Sum, the defendant, with fraud. Judgment was therefore passed in favour of the plaintiff. To-day, his Lordship dealt with the law affecting the case and found in favour of the plaintiff, after dealing at length with the points raised and citing a variety of authorities on the subject.

ALLEGED THEFT OF CIGARETTES.

OPENING OF THE CASE.

Evidence was adduced at the Police Court, this afternoon, before Mr. C. A. D. Melbourne, in the case in which Charles Humphrey Kane, shipping clerk, and Ho Kwai, tallyman, in the employ of the British-American Tobacco Company, are being charged with the larceny of tobacco and cigarettes, valued at \$2,635, the property of the company, and a shopkeeper named Li Tai (Chi), and his assistant, Li Cheung, who are charged with receiving the goods, knowing them to have been stolen. Practically all the property has been recovered by the West Point police.

Mr. M. J. D. Stephens appeared for the prosecution on all charges. Mr. H. J. Gardiner, of Mr. O. D. Thomson's office, appeared for the first defendant. Mr. R. Harding appeared on behalf of the second defendant. Mr. P. W. Goldring, of Messrs. Goldring and Barlow, defended the two men for receiving the property.

Sergeant Gordon watched the case on behalf of the police.

The case against the first two defendants was taken first, as the police require the two men, who are charged with receiving the property, to give evidence against them. Sergeant Gordon testified as to recovering part of the property. He said that on the 1st instant he was called to No. 470, Queen's Road West (ground floor). In this house he found one full case of Piranesi cigarettes and several cases of Egyptian Delight tobacco. Outside this shop he arrested two men. A few hours later "from information received" he searched No. 323, Queen's Road West, and there found four cases of Three Castles cigarettes, valued at \$1700. On the following morning, witness visited shop No. 333, Queen's Road Central, second floor. He found there thirty-one boxes of Egyptian Delight tobacco, valued at \$70. That day he went to the office of the British-American Tobacco Co., Ltd., Bank Building, where he arrested the first defendant. On making inquiries into the case, witness said, he was given to understand that goods to the value of \$1000 had been stolen from the complainant firm and that part of the goods was in Macao. The reason, he concluded, why he objected to the first defendant being released on bail was that the chance of recovering the rest of the property would be remote.

When the case was opened Mr. Stephens started to call his witnesses without outlining the facts of the case.

Mr. Gardiner—We want the case outlined.

Mr. Stephens—I will put it in.

Mr. Gardiner—It is the custom.

Mr. Stephens—I don't know that it is.

Mr. Goldring—We are entitled to it.

Mr. Stephens—I am going to call Mr. Harrison and I don't see why I should outline the case when I have my witnesses to do that. I might be wrong on some point.

After further argument Mr. Stephens was allowed to follow his own course.

Mr. Harrison, the manager of the Hongkong branch of the British-American Tobacco Co., Ltd., said that the company had a godown at No. 6, Cross Lane, Wa-chai. This godown was in charge of a coolie, who has since absconded. All the goods in this godown, he said, he owned in his company.

"Did you on the 28th February issue any order for four cases of Three Castles cigarettes for the Royal Garrison Artillery Institute?" asked Mr. Stephens.

"I never did," witness answered.

"Do you know if the cigarettes seized by the police were sold?" "No."

Continuing, witness said that the cases of Three Castles cigarettes in question, which arrived here some weeks ago. No part of this shipment was sold and the twelve cases still stand intact in the company's books. Witness thought that the godown keeper would be acting against explicit instructions and contrary to long established custom if he issued goods of a later arrival before those of an earlier arrival had been sold. In consequence of shortages in stock witness paid a visit to the godown and found a case of Piranesi cigarettes booked for a certain firm. Some time in November last witness handed, first defendant an order. He was to go over to the Kowloon godowns, take charge of a case of tobacco, have them transported to West Point and burnt.

Defendant returned at five o'clock that evening and said: "I have seen that tobacco destroyed." The second accused presented a bill for the use of petroleum which, he said, was used for destroying the tobacco. Witness instructed first defendant to deal in a similar manner with a shipment about 5th or 6th February. Witness is quoted as saying that it comes cheaper burning the tobacco here than returning it to England where duty will have to be paid. Part of the Egyptian Delight tobacco now in the hands of the police formed part of the shipment which was supposed to have been burnt during the earlier part of February. In the case of the second shipment witness asked Kane that afternoon whether he had done all that was wanted of him; and he replied: "Yes." Instead of burning the goods the defendants, so it was alleged, got rid of a number of cases to several shopkeepers at West Point.

The case was adjourned.

ALLEGED ROBBERY AT KOWLOON.

HOUSEBOY'S EXPERIENCES.

Fun Leung, a cook, residing at Kowloon, was arraigned before Mr. F. A. Hazeldan, this afternoon, at the Police Court, charged with committing robbery with violence. The complainant was a small "houseboy" (Wan Shan), in the employ of a family at No. 1, Jubilee Terrace, Kowloon. On the afternoon of 21st February last, he said, he was alone in his master's house, the No. 1 houseboy having gone to Hongkong to make a purchase. During his absence witness heard a knock at the front door, and on going to investigate saw defendant. He was wearing a Euro-eau cap and a pair of spectacles. Witness opened the door and accused entered the house. He asked for the No. 1 "boy" and was told he was not at home. He asked what time the "boy" was expected back. He was told about three o'clock. Defendant then left, but very shortly returned, and on being admitted, demanded the keys. Witness said the houseboy had taken them away, whereupon defendant took the key out of the kitchen door and tried to open the back door with it. The key would not fit so accused seized complainant, and, saying "If you do not hand up the keys I'll stab you to death." Defendant then tried the lady's hands and feet with string, lashed him to a settle, and threw a thick quilt over his head so as to draw any noise, after which he left the room, locking the door behind him. In his uncomfortable position witness heard a window being smashed. Witness, after a struggle, succeeded in shaking the quilt off him, but just at this minute accused re-entered the room. "Look out now!" he said. "If you try to escape you'll be stabbed to death." Accused left the room once more. During his absence the lad managed to free himself. Accused by that time had escaped. About a month later accused returned to the house, but witness was afraid to tell the houseboy in his presence of the treatment he had received at his hands. When accused left, however, he told everything, which led to accused's arrest.

Further evidence was heard and the case set for another hearing.

CANTON DAY BY DAY.

PUBLIC GARDENS.

[From Our Own Correspondent.]

Canton, 4th March.

When ex-Viceroy Shum was in office here, he selected a site at Chup Lung Hou in the eastern section of the new bund and proposed to build a public garden on the site. So far the present Viceroy has not carried the former Viceroy's proposal into effect, but appears to have shelved the idea, as he is of opinion that the place selected for the purpose is more suitable for a business site than for a recreation ground, so that it was supposed that the building of the proposed gardens would probably be out of the question. It is understood that a report on the necessity of a public garden for the people has been sent in by the officials of the Canton Bureau of Agriculture, Industries and Commerce to H.E. the Viceroy and on account the Viceroy has now decided to adhere to the ex-Viceroy's scheme, for building the garden but on another piece of ground instead of on the site as selected by Viceroy Shum.

OPIUM SMOKING.

F. Viceroy Chow has been paying special attention to the prohibition of opium smoking; he now does not allow any of his subordinates to smoke opium in his yamen and keeps a sharp lookout for the offenders. A certain official, Ladvises H.E. to seriously punish some of the opium-smokers in order that the Imperial Edict prohibiting opium smoking may be strictly carried into effect.

RELIGIOUS FESTIVITIES.

Last week the city of Tai Leung in the Shun Tak District was greatly crowded with spectators, as in honour of the Goddess "Tien Hau," the city was en fete and there were processions, flower shows, and theatrical performances. It is said that a large sum of money was won on this occasion, which is to be obtained every thirteen years. Yesterday a flower show with a party of sight-seers from the flower show from Tai Leung was upset by the wash from the propellers of a passing steam launch, but fortunately all hands on board the flower boat were saved.

RESUMPTION OF BUSINESS.

Yesterday morning the official seals of the different yamens were re-attached for the transaction of public business and duties are now resumed as usual.

SIR ROBERT VART.

A special telegram from Peking states that the report that Sir Robert Varty, Inspector General of Customs, will soon leave his post on 15th of next month is an unfounded rumour.

RAILWAY ACCIDENT.

Another railway accident happened on the Canton-Fatshan Railway on Friday, the 1st instant, and one man was killed by the passing engine.

MORE FRAUD.

On the 24th ultimo a cargo junk, plying between Sun Hing and Taku, was captured by about twenty rascals who boarded the junk whilst at anchor for the night, and made off with cash and cargo to the value of several thousand dollars.

ANTI-OPIUM SOCIETY.

The Canton Anti-Opium Society, whose headquarters are at Wuying, has proposed to open another lecture hall at Tai Luk Po. The opening ceremony will be performed to-day and a commencement will be made in giving out anti-opium herbs. The Society since its inauguration last year has done a great amount of good to the opium-smoking public of Canton.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lalsang*) 7th inst., 6 p.m.
English (*Malta*) 7th inst., 6 p.m.
Canadian (*Empress of China*) 10th inst.
German (*Zultera*) 13th inst.
Australian (*Changha*) 13th inst.
American (*America*) 15th inst.

The P. & O. S. N. Co.'s s.s. *Ceylon* left Singapore for this port on 4th inst., at 5 p.m. The Mogul Line s.s. *Alford* sailed from Singapore on 4th inst., and is due here on 10th inst.

The C. P. R. Co.'s s.s. *Montezuma* arrived at Nagasaki at 11 a.m., on 4th inst., and leaves again at 9 a.m., Tuesday, for Kobe, where she is due to arrive at 5 p.m., on 6th inst.

TELEGRAMS.

[Reuter's.]

The United States.

London, 3rd March.

The Lower House of California has passed a Bill precluding aliens from holding land in California for upwards of five years.

The Sculling Championship.

Town's has defeated Durman in the sculling championship, by two lengths.

Later.

The Wreck of the "Jean Bart."

The French cruiser *Jean Bart* is regarded as a total loss; only the armament is likely to be saved.

The crew will be distributed among other vessels.

Russia.

Baron Budberg, a member of the Russian Council of the Empire, while driving in Reval was attacked by six men. The Baron and his servant were killed and the coachman wounded.

The effect of the Trans-Caucasian railway has been shot dead in the streets.

The elections show: 493 Dumaists, and 341 Oppositionists.

RICKSHA NOISIAK AT WANCHAI.

THE POLICE MILLS GRIND SLOWLY.

Writing editorially some time in January last the *Hongkong Telegraph* made mention of a public nuisance, not to say a public danger, which was allowed to continue unchecked in the Wanchai district. We refer to the habit of rickshas of taking up their stand at unauthorized places along the Yaya East where the road is narrow and the chances of passing a tramcar on one side and the disengaged rickshas on the other side are exceeding small.

If, as we have said before, the Yaya East were as wide as Broadway or Brooklyn Bridge it might be permissible to wink at the infraction of the law by the over-anxious coolies waiting fares, but it happens that the roadway is comparatively narrow and is rendered still narrower by the fact that cars take up a considerable portion of the road. Another fact which makes travelling by ricksha along this road particularly dangerous is the custom these coolies put into practice of rushing across the road when they see a probable fare, losing sight of the fact that a tra car is only a short distance away and other rickshas carrying fares approaching from another direction. From several cases which were heard at the Police Court this morning we were glad to see that the Wanchai police have entered on a crusade against these offenders. Six ricksha coolies were summoned, and fined, for taking up unauthorized stands, while disengaged, at the corner of Ship Street and the Yaya East. This is only the stepping stone towards abolishing the nuisance, and we trust that before long the ricksha obstruction outside the Naval Canteen, where the chances are greater for an accident occurring than anywhere else, will be a thing of the past. These unauthorized stands should be shifted to the vicinity of the landing stage in Arsenal Street where the risk of an accident happening might be obviated.

REVIVAL OF THE CHINESE BOYCOTT.

AMERICAN SCEPTICISM.

According to late dispatches there is a marked recurrence of the Asiatic boycott on American commerce. The American consul at Canton cables to the State Department at Washington that there has been a renewal of the anti-American boycott there. He adds that the government officials at Canton are much opposed to the boycott, and that they have the city placarded with warnings against encouraging it under severe penalties. The State Department informs us that the viceroy of the two Kwang provinces is also taking strong measures against the boycott, and hopes to stamp it out, as the Chinese government is most friendly to the United States. We have no doubt, observes the *Argonaut*, that the viceroy of Kwang had his tongue in his cheek when he handed this out to the American consul. The government of China is an absolutism. Men there are almost as much afraid of speaking out openly as the officers of our army. If the Chinese government did not encourage the anti-American boycott, it would at once die an unnatural death. It will be observed that the anti-American boycott in China dies away whenever Japan so wills. But whenever Japan has some urgent little demand to press against our government she blows on the smoldering embers and again the anti-American boycott in China blazes up rapidly.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 5th at 11.45 a.m.—The depression has moved into the Pacific to the E. of Japan.

The anticyclone, which is of considerable intensity, is lying over Central China, and pressure has increased quickly along the coast, except in Shantung.

Gradients are steep over the China Sea and N. and N.E. gales may be expected over that area.

Very strong monsoon will prevail in the Formosa Channel.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.00 inches.

FORECAST.

- 1.—Hongkong and neighbourhood, N. to N.E. winds, fresh; fine.
- 2.—Formosa Channel, N.E. winds, strong.
- 3.—South coast of China between Hongkong and Lamock, N. to N.E. winds strong.
- 4.—South coast of China between Hongkong and Hainan, same as No. 3.

SANITARY BOARD.

The 1st 11-month meeting of the Sanitary Board was held in the Board room this afternoon, the usual members being present, when the following business was transacted:—

A CEILING QUESTION.

An application for a licence for an eating-house having been received the question of the removal of the ceilings was again considered.

The Medical Officer of Health intimated: I recommend that a licence be not issued until the ceilings are removed. The objection to ceilings is that they harbour rats, and this applies more forcibly in the case of eating-houses, as there is so much food lying about.

Mr. Lau Chi Pak intimated: The Board has no power to compel people to remove ceilings where no plague cases have occurred. In a business of this kind ceilings are most necessary, as they make a shop attractive, and prevent dust and dirt falling on the food on a lower floor from an upper floor. Chinese floors, before the existing Public Health and Buildings Ordinances were enacted, were so peculiarly constructed, that it would be impossible to keep dust and dirt from falling through without ceilings. It is a hardship on this class of shop-owners to impose such a condition as suggested by the Medical Officer of Health. The ceilings are the owners' property, which it is absurd to call upon the tenant to remove. It is just the same as telling the applicant that unless he destroys and pays for, certain property belonging to his landlord, he cannot be allowed to trade in this Colony. I don't see any difference between the case of renewals and that of new licences. The ruling of the Government should be adhered to, as the ceilings have been in existence all these years.

Mr. Humphreys intimated: If the Board has no power, as Mr. Lau Chi Pak contends, there is no need for discussion, but if it has, I am not in favour of forcing the tenant to remove these ceilings.

Mr. Fung Wa Chin intimated: I am not in favour of these ceilings being removed.

KOWLOON SLAUGHTER-HOUSE.

Correspondence was submitted relative to the position of a new slaughter-house at Kowloon. It was proposed to remove the present depot and slaughter-house from Hung Hom to Matamkok, but to this the butchers and cattle dealers of the Peninsula objected on account of the distance, saying that the distance was too great, as the meat was stamped and passed at 6 a.m. at Hung Hom, but it would take them three times as long to reach the market in Hongkong, so that the meat would arrive too late for sale. Moreover, there was no proper wharf for the shipping of the meat. They said the best place for the slaughter house would be near the Pumping Station at Yau Ma Tei, and for cattle at Mong Kok, as it would be near the Tai Po Road, by which the cattle arrive from the country.

The Hon. the Director of Public Works said the objection to having the slaughter-houses in the localities indicated was that in time they would be surrounded by populous districts, and owing to the fitness of the land, and distance from the harbour, there would be some difficulty with the drainage. He thought that the Matamkok site was about the best site, and said that there would soon be a wharf, available at all states of the tides, and a crane could be supplied if it was found necessary.

The Medical Officer of Health said he agreed with the Hon. the Director of Public Works that the most important question, and the one that should decide the locality of a slaughter-house, is that of drainage. If it is not possible to drain a slaughter-house at Mong Kok, sui without causing nuisance, then he thought that Matamkok was the next best locality.

Hon. Mr. E. A. Hewitt intimated: In considering the question of drainage, due regard must be paid to the possible reclamations which will more than likely be made in the near future, on both the Eastern and Western sides of the Kowloon Peninsula, and the site of the new small-boat Typhoon Refuge.

LATRINE NOT WANTED.

A tenant of a house in Wing Lok Street submitted a complaint that, while he had been ordered by the Inspector to remove his latrine in the yard of his house on the same street, the tenant of No. 195 Wing Lok Street had built a latrine in his yard without permission of the Board, and complained asked that the matter might be investigated.

The Inspector said he visited the house and found a latrine, which the tenant said had been built two months. He advised the latter to apply for a permit.

The Medical Officer of Health said that the house in question had only half a kitchen and half a yard, and as the yard was only 65 square feet in area, he could not recommend that it be obstructed by a latrine. There was a public latrine only one minute's walk from the building.

Hon. Mr. E. A. Hewitt intimated: How is it that a latrine can be built for two months without the District Inspector being aware of the fact?

LIVE-WASHING.

During the fortnight ending 12th February, 557 houses were live-washed and cleansed in the Colony, under the supervision of the Sanitary officials.

OUR WATER SUPPLY.

The Government Analyst submitted his monthly return on the water supply for the month of February, on samples of water drawn from several wells and fountains in the City of Victoria, and in Kowloon, all of which he pronounced to be of excellent quality.

A NEW company has been formed in Berlin under the name and style of the "German Orient Syndicate" for the purpose of promoting and extending German commercial interests in the Near and Far East, and of facilitating and safeguarding German commercial relations with those parts of the world. Agencies are to be established at Belgrade, Biskupstina, Sofia, and Constantinople, and branches at Smyrna, Salonika, and Adrianople. A large number of firms are supporting the enterprise.

GERMAN COMPETITION IN THE FAR EAST.

"Pak-Wan" writes to the *L. & C. Express* in reference to Mr. G. Liebert's (Consul for France at Hongkong) exhaustive report on German Competition in the Far East as follows:—

I have read with much interest the article on this subject in your issue of January 25. The topic is one which has long been familiar to those interested in the China trade, and it was frequently referred to in your annual summaries in past years. Germans were represented at Canton in the old factory days, and as business men they have long played a prominent part in the development of certain portions of the trade at Hongkong, the Coast ports, and chiefly at Shanghai. It says much for the largeness of mind of Englishmen that, in strange contrast to the position at Kiao-chow, they have been content that German merchants should be absolutely unimpeded by special taxation at a place like Hongkong, the very existence of which was owing to British foresight and British bourness, whose trade has been built up mainly by British blood, and treasure, and whose security has been maintained by British forces—military and naval. There have, however, not been wanting those who have, with a certain sense of justice, complained that our German friends have not always been so particular as they might have been to allow their competition to follow legitimate lines, that they have not always risen superior to the illegitimate introduction of imitation "chops" of shirtings, nor to the wish to work behind the backs of consignees of ships seeking employment.

It may be said that these are small matters, but they, and others of a similar character, have given rise to a certain feeling of soreness in mercantile circles in two such essentially British places as Singapore and Hongkong. I do not more than mention the famous attempt to go behind our back as regards our legitimate sphere of interest in the Yangtze Valley, but such things leave a feeling of heart-burning to which no allusion is made by the writer of the article on which I am commenting. There is of course a certain amount of truth in the statement that our mercantile representatives in the Far East have often manifested a want of initiative in pushing old lines of business or in exploiting new ones. That is a tendency springing from the old and ridiculous idea that in the very nature of things we were bound to be at the head of the world's commerce, and that any attempt to work on new lines must be "un-English," and therefore impractical. As regards general business methods, too much praise cannot be given to German thoroughness, and to their desire to meet their Chinese constituents with every legitimate business facility. Whether such a facility as long credit is a legitimate one may be open to question, taken either from the safety point of view, or from that of legitimate competition. To increase the term of credit among natives for your own advantage is to weaken the position of buyers generally and to tempt men of no means to embark on a business for which they have small capacity, and very often less capital.

Applauding to general competition we may, however, ask our German friends whether they think it is quite fair to name some of their regular steamers after some of those of our long-established lines? All those connected with the East know how a native will, if good luck follows a venture by a certain steamer, ship regularly by the same boat, when a chance offers, and it is surely hitting below the belt to off him the opportunity of shipping by the Hansa line *Arndt*, when his previous lucky ventures have been concerned with the P. and O. liner of that name? It is not possible that the legitimate "Ber." and "Fels" of Germany have been exhausted, in spite of the abnormal growth of the German Mercantile Marine, but if this is so, there is, at least, one high authority in the Fatherland who could, if need be, strike out some fresh line in the naming of the new vessels of that Mercantile fleet whose interests lie so close to his heart.

SALE OF THE "APENRADE."

Acting under instructions from the owners, Mr. Geo. P. Lammert, auctioneer, put up for sale by public auction to-day, at noon, at his sales rooms in Duddell Street, the German steamer *Apennide*, as she now lies sunk off Stonecutters' Island, with all her machinery, gear, anchors, chains, fittings and appurtenances.

There was very little competition, and when the bidding reached \$2,000, the vessel became the property of Mr. Chin Kee. It is understood that the *Apennide* is so badly buried in the mud forward that to lift her is out of the question, and she will be broken up for scrap iron.

WUHOW NOTES.

CUSTOMS CHANGES.

The many friends of Mr. T. H. Wavell, Acting Tidesturveyor and Harbour Master of the Samshui Custom, will be glad to learn that he has been transferred to Chefoo on promotion, as Chief Examiner. Mr. Wavell's departure from Samshui is greatly regretted by his friends. Mr. F. Jenson, recently transferred from Canton, succeeds Mr. Wavell as Tidesturveyor and Harbour Master at Samshui.

Mr. P. Kremer of the Wuchow Customs was the recipient of hearty congratulations from his numerous friends, on the occasion of his promotion.

RIVER.

Thanks to a fresher last week, the river is rapidly rising. Tai-ping-shah bar is, however, still troubling ship-masters on the West River run, and the majority of the West River fleet have been detained for a few hours on the bar, every trip up. The rise of the river is hailed with delight by the Marine community.

THE LATE MR. JOHN WALTER.

THE FUNERAL.

We much regret to have to report the death of Mr. John Walter, which took place on 25th Jan. at Lywood, St. Leonards-on-Sea. The late Mr. Walter was an old and valued servant of the Hongkong and Shanghai Bank. He went to China in 1853, and soon after joined the firm of Dent and Co., at Shanghai, with whom he remained until that firm ceased to exist. In 1868 he joined the Shanghai office of the Hongkong and Shanghai Bank. He subsequently became agent at Hankow, then acting manager at Yokohama, and afterwards was acting manager at Shanghai during Sir Ewen Cameron's absence. He occupied the position of sub-manager for a time at the head office, Hongkong, before being appointed inspector of branches. He filled the post of acting chief manager at Hongkong before finally leaving the East. He returned to England in 1888 to take up the position of sub-manager at the London agency, and was appointed to the Bank's London committee in 1902, a post which he held until he retired from the Bank's service in 1906. He served the Bank for nearly 40 years with distinguished success, and will long be remembered with esteem and affection by the staff of the Bank, and all with whom he came in contact. During his long career in the East and at home it can truthfully be said there were few more popular and highly respected men than Mr. John Walter. His remains were laid to rest on 29th Jan. in the picturesque churchyard at Hollington, St. Leonards-on-Sea. His funeral was attended by many of his old associates in the Bank's service, and others, all of whom fully realised they had lost an upright man and a thoroughly warm-hearted friend. The hymn, "Now the labourer's task is o'er," was sung by the choir over the grave, and amongst those present were the widow, the daughters, the Misses Evelyn, Sybil, and Marjorie Walter, and two of the sons, viz. Mr. Geoffrey and Mr. Hugh Walter, Mr. and Mrs. William Walter, Mr. Reginald Walter, the Misses Walter, Mr. and Mrs. Edward Walter, Mr. Hubert Hickman, Sir Thomas Jackson, Bart., Mr. A. M. Townsend, Mr. Allan Cameron (representing Sir Ewen Cameron, K.C.M.G.), Mr. H. P. Haussen, Mr. A. P. McEwen, Mr. Horace G. Harwood, Mr. E. H. Cley, Mr. Leonard Middleton, Mr. Alexander Campbell, Mr. Hindley, Mr. Hunt, Mr. Broadbent, and others. To Mrs. Walter and family we extend our sincerest sympathy.—*L. & C. Express.*

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$51, Union Insurance \$30, China Fire \$58, Shell Transport \$197, R. B. 58, Hongkong Land \$107, China Fire \$30, China and Marine \$20, Douglas \$36, China Sugar \$124, Raub \$84, Hongkong Docks \$124, Hongkong Hotels \$123, Humphreys Estates \$112, China Borneo \$10, Dairy Farms \$64, Cements \$204, Ropes \$21, China Lights \$91, Powells \$8.

Sales:—Hongkong Banks \$89, Hongkong Fire \$385, Macao Steamboats \$30, Raub \$815, Hongkong Docks \$134, Kowloon Wharf \$33, West Point \$50, Humphreys Estates \$112, Cements \$204, Electric \$11, Hongkong Ropes \$21, Star Ferries (old) \$30.

Nominal:—Shang at Docks \$15, Hongkong Wharfs \$15, 235, Cottons \$12, Tramways \$115.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/2 11/16
Do demand 2/2 11/16
Do 4 months' sight 2/2 11/16
France—Bank T.T. 2/2 11/16
America—Bank T.T. 2/2 11/16
Germany—Bank T.T. 2/2 11/16
India T.T. 2/2 11/16
Do demand 16 1/2
Shanghai—Bank T.T. 2/2 11/16
Singapore T.T. 2/2 11/16
Japan—Bank T.T. 2/2 11/16
Java—Bank T.T. 2/2 11/16

Buying.

4 months' sight 1/1 1/2
6 months' sight 1/1 1/2
30 days' sight 1/1 1/2
1 month's sight 1/1 1/2
2 months' sight 1/1 1/2
3 months' sight 1/1 1/2
4 months' sight 1/1 1/2
5 months' sight 1/1 1/2
6 months' sight 1/1 1/2
7 months' sight 1/1 1/2
8 months' sight 1/1 1/2
9 months' sight 1/1 1/2
10 months' sight 1/1 1/2
11 months' sight 1/1 1/2
12 months' sight 1/1 1/2

Today's quotations are as follows:—
Per cent
New York 100/00
Old 100/00
Other 100/00
O'Connell 100/00
Per cent
Old 100/00
New 100/00
Other 100/00
O'Connell 100/00
Per cent
Old 100/00
New 100/00
Other 100/00
O'Connell 100/00

To-day's Advertisements.

CHINA COMMERCIAL S.S. COMPANY. NOTICE.

THE Steamer "MARIE" will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 25th March, 1907.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Hotel Mansion, Hongkong, 5th March, 1907. [279]

TO LET.

ROOM or OFFICE on the First Floor of No. 34 QUEEN'S ROAD CENTRAL. Apply to—YEE SANG FAT, At the above address. Hongkong, 5th March, 1907. [278]

To-day's Advertisements.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, will be held at the City Hall, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 20th day of March, 1907, at 12.30 o'clock in the afternoon, when the following resolutions will be proposed:—

1. That the following alterations be made in the Articles of Association, viz:—

a. That the words "per on for the time being in charge of the business of" be inserted between the words "Manager" and the word "or" in the 4th line of Article No. 60.

b. That the words from and including "The Senior" in the second line of Article No. 70 down to and including the words "if willing to act" in the 4th line of Article No. 70 be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., if willing to act or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong if willing to act" be inserted instead.

c. That the words from and including "The Senior" in the first line of Article No. 71 down to and including the words "so long" in the third line of Article No. 71 be eliminated and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall so long" be inserted instead.

d. That the words "or the Corporation" be inserted between the word "he" and the word "be" in the second line of Article No. 78.

e. That the words "or the Corporation" be inserted between the word "he" and the word "cease" in the first line of s. 5 of Article No. 82.

2. That the above resolution making the above changes in the Company's Articles shall come into force and take effect from and including the 1st day of May, 1907.

Should the above resolutions be passed by the required majority, they will be submitted for confirmation at special resolutions to a second extraordinary meeting which will be subsequently convened.

Dated the 5th day of March, 1907.

By Order, (Signed) E. OSBORNE, Secretary.

[282]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 9th March, 1907, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDAY

VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD WARDROBES and SIDE-BOARDS with BEVELLED GLASS, TEAKWOOD BOOKCASE, TABLES, MIRRORS, CHAIRS, SILK TAPESTRY-COVERED SOFA and CHAIRS, GLASS and CROCKERY WARE, PICTURES, &c., &c., &c.; Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 4th March, 1907. [280]

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. E. MAST, to sell by

PUBLIC AUCTION,

on

TUESDAY,

the 19th March, 1907, at 2.30 P.M., within his

residence, "Sunnyside," No. 13,

MacDonnell Road,

THE WHOLE OF THE

VALUABLE

HOUSEHOLD FURNITURE

THEREIN CONTAINED,

Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, LACQUER WRITING DESK, BLACKWOOD CABINETS, TABLES, MUSIC STAND with MARBLE TOP, LADY'S BLACKWOOD WRITING DESK, FLOWER STANDS, STOOLS, &c., all in splendid condition, STANDING LAMP, a number of Chinese and other VASSES, MAHAGANY EXTENSION DINING TABLE, LINNEA WAGON, SIDING BOARD, MOROCCO-COVERED DINING ROOM SUITE, CARPETS of various kinds, DOUBLE BRASS and IRON BEDSTEAD and MATTRESS, DRESSING TABLES and WASHSTAND, TEAKWOOD WARDROBES, one pair of BRASS SINGLE BEDSTEAD with HAIR MATTRESSES, ZINC-LINED SOFA, DRESS CASE with SPRING MATTRESS, INDIAN CHAIRS, CHRONOMETER, a number of FERNS and FLOWERS in Pots, and a COTTAGE PIANO by Broadwood in excellent order, Kitchen as usual.

Catalogues will be issued.

TERMS:—Cash before delivery. Clearance Prompt.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 5th March, 1907. [281]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

"KWONG TUNG" 1,238 H. W. WALKER Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has an excellent Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West,

Hongkong, 14th January, 1907. [16]

Intimations

ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [13]

A GREAT REPUTATION IS ONLY WON BY GREAT ACHIEVEMENTS



D. & M. CALLUM'S

PERFECTION SCOTCH WHISKY

HAS A WORLD-WIDE REPUTATION FOR EXCELLENCE OF QUALITY, FOUNDED ON THE EXPERIENCE OF ITS CONSUMERS.

That is Why WHEN ONCE TRIED IT IS ALWAYS PREFERRED TO OTHER BRANDS SIMPLY A CASE OF QUALITY & FLAVOUR.

H. PRICE & CO., SOLE AGENTS.

Per Case 12 Bottles

\$16.00.

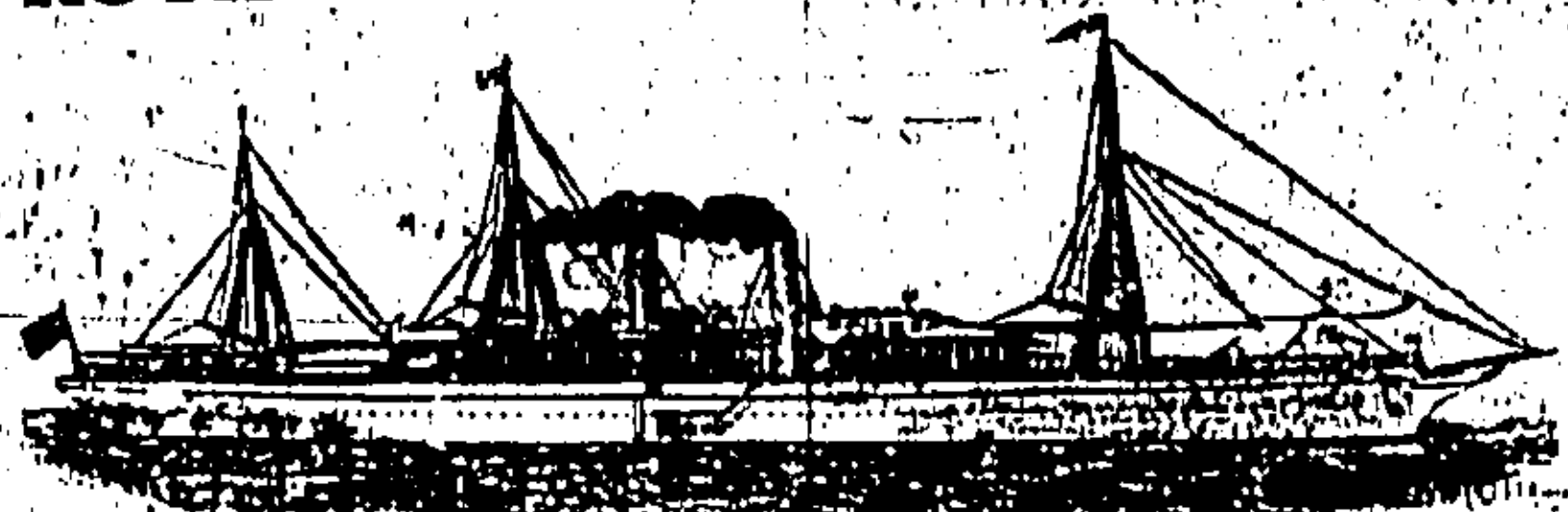
10 per cent. Discount

allowed until further

notice.

Hongkong, 4th February, 1907. [14]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. TONS	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPRESS OF JAPAN" 6,000	THURSDAY, March 14th.....April 1st
"TARTAR" 4,425	WEDNESDAY, March 27th.....April 20th
"EMPRESS OF CHINA" 6,000	THURSDAY, April 11th.....April 29th
"ATHENIAN" 3,882	WEDNESDAY, May 1st.....May 25th
"EMPRESS OF INDIA" 6,000	THURSDAY, May 9th.....May 27th
"MONTEAGLE" 6,163	WEDNESDAY, May 22nd.....June 15th

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Patrial "EMPRESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....14 St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate Class on.....£40. £42.
Steamers, and 1st Class on Railways.....£40. £42.
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.
Hongkong, 27th February, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE and SOERABAYA.....	FOOKSANG	WEDNESDAY, 6th Mar., 3 P.M.
TIENSIN via SWATOW & CHEFOO.....	CHIPSANG	WEDNESDAY, 6th Mar., Noon.
SHANGHAI.....	CHUOYANG	THURSDAY, 7th Mar., daylight.
SANDAKAN.....	MAUSANG	FRIDAY, 8th Mar., 4 P.M.
MANILA.....	YUENSANG	FRIDAY, 8th Mar., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.
‡ Taking Cargo on through Bills of Lading to Kuddat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th March, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO and CHEFOO.....	"KWEI IN"	6th March, 4 p.m.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"TINIAN"	8th " "
SWATOW, CHEFOO and TIENSIN.....	"HUICHO"	9th " "
CHEFOO & NEWCHUANG.....	"NANCHANG"	9th " "
YOKOHAMA and KOBE.....	"CHANGSHA"	18th " "
CEBU and ILOILO.....	"KATFONG"	19th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th March, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUHI.....	2540	R. Almond	MANILA	SATURDAY, 9th Mar., at Noon.
ZAFIRO.....	2540	R. Rodger	MANILA	SATURDAY, 16th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th March 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	To sail
"ALBENGA".....	On or about 12th April.
"ATHOLL".....	About the end of April.
LOWTHER CASTLE.....	The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 4th March, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.

RHENANIA.....3rd April.

HOHENSTAUFEN.....2nd May.

SILESIA.....2nd June.

SCANDIA.....2nd July.

FOR TSINGTAO, NAGASAKI and VLADIVOSTOK.

TUNGUS.....10th March.

Hongkong, 5th March, 1907.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

SCANDIA.....16th March.

SLAVONIA.....22nd March.

HABSBURG.....5th April.

RHENANIA.....3rd May.

HOHENSTAUFEN.....29th May.

† Call at Lisbon.

† Call at Marseilles.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain A. E. Gentles, will be despatched for the above Ports, on SATURDAY, the 9th instant, at 3 P.M.

For Freight, apply to

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 4th March, 1907. [278]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MUNCASTER CASTLE".....12th March.

S.S. "LOWTHER CASTLE".....21st March.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 29th January, 1907. [64]

For Sale.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公務廣李

CABINET-MAKERS and ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st February, 1907. [57]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a broken-down system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—VITAL STRENGTH AND ENERGY

to throw off these morbid feelings, and capricious moods that at night succumb the day (they may be more certainly secured).

THE NEW FRENCH REMEDY
THERAPION No. 3

than by any other means, because, as it is taken in accordance with the printed directions accompanying it, it will be sheltered THE EXPIRING LAMP OF LIFE LIGHTED UP AGAIN, and a new existence imparted in place of what had so lately seemed worn out, and of no value. This wonderful medicine is purely vegetable and innocuous. It is agreeable to the taste, suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or debility, that will not be speedily and permanently benefited by this never-failing restorative essence, which is destined to cast into oblivion everything that had preceded it for the wide-spread and numerous ills of human existence.

THERAPION is sold by Chemists throughout the world. (Price in England, 2/6 per packet. Purchasers should look for the word "THERAPION" printed on the wrapper, and stamped in white letters on a red ground, affixed to every package by order of J. H. J. Mery's Son, Comptoir, and without which it is a forgery.

Sold by all Chemists.

[9]

Entertainment.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China.

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, where any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPOSURES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

THE "MIDDLEMAN."

MR. BARNES AND THE SINGAPORE CHINESE.

The following is taken from the Singapore Free Press of 25th ult:—

There was abundant evidence of the popularity of Mr. Barnes with the Chinese, when on Saturday a large body of representative members of the Chinese community assembled at the Chinese Protectorate, to present an address to the Secretary for Chinese Affairs who is going on leave shortly. The address, which was beautifully got up, was read by the Hon Tan Jiah Kim, who first explained the reason for the meeting. The following was the text by the address:—

We, the Chinese of Singapore, beg to take the opportunity of your going to England on furlough to present you with an address as a mark of our great respect to you and also as a return for the great assistance you rendered us during the time you have acted as Secretary for Chinese Affairs.

For the last three years which you have spent in Singapore you have completely won our great esteem by the impartial and conscientious way in which you have discharged the onerous duties of Your most responsible and important post.

There is not a single instance in which we have found you backward in coming forward to our assistance whenever we required it, and you are open to us in all hours for advice and whatever information you are in a position to supply.

Due to your great tact and consummate ability you have carried out with unqualified success your difficult duties as the mouth-piece between the Government and the Chinese community. It is indeed not too much to say that we are indebted to you for the smooth way in which the business affairs between the Government and Chinese community have been executed within the last few years.

We must not forget that in you we have an efficient Government Officer who has brought with him an invaluable experience gained during the years in the Federated Malay Service.

Long before your arrival here your fame as a capable administrator had reached our ears, and the hope we entertained for the success in your official career has been amply realized, and we have always found in you an Officer capable of accomplishing what is entrusted to you, however difficult it may be.

From your first arrival in the Straits as a Cadet in the year 1888 up to the time when you were transferred to Penak as Protector of Chinese in 1895 you showed promise of becoming a useful officer to Government.

It was due to your energy and capabilities of organisation that the Mines Department came into being in the year 1896 in the Native States. Under you as Warden, the Mines Branch of the Government Service in the Native States expanded and did a good deal towards improving the mining industry in this part of the world.

Owing to your administrative abilities which are deservedly recognised by the Government, you were specially chosen to re-organise the Mines Department in Selangor in the year 1897, and in the following year you took charge in the State of Pahang the triple appointments of Senior Magistrate, Protector of Chinese and Warden of Mines. This alone speaks eloquently of your capability for work. Ultimately you were promoted to act as British Resident of Pahang.

We have no doubt that you have a splendid future before you and it cannot be controverted that you would shine in whatever walk of life your lot might have been cast.

That you may be spared to assist in the administration of our colonial affairs for many years to come and that you may receive some substantial recognition from Government in the immediate future for the valuable and meritorious services you have rendered to Government during the last eighteen years, will be our fervent hope and desire.

We cannot conclude without wishing that you will enjoy a well-earned holiday while you are at home on leave and we also look to your return with deep yearnings and heartfelt welcome.

In reply Mr. Barnes said that he feared they had given him credit for a great deal which was not his due. He could claim very small credit for the harmonious relations between the Government and the Chinese here, as he was only a middleman. No one had the interests of the Chinese community or the interests of the Colony more at heart, and no one was more willing to do good for the Chinese, than the Government. On the other hand no body could be more law-abiding than the Chinese community. All he could claim was to have pointed out to Government that their objects could sometimes be obtained better in one way than in another. Occasionally he had been able to represent to the Government some instances where the Chinese thought there was room for improvement. But they all knew that no one was more ready to listen to improvements than His Excellency the present Governor. His task, as middleman between two friends had been a very pleasant one. He had brought the Singapore Chinese more luck; He was sorry to say that during the last two or three years business might have been better, but he believed it had already turned the corner and was improving. He hoped trade would improve in Singapore. He was very grateful and thanked them very much for the address.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI"
Captain J. D. Andrews, carrying His Ma-
jesty's Mails, will be despatched from this
BOMBAY, on SATURDAY, the 9th March,
at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Marmora*, 10,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo, for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
Steamer proceeding direct to Marseilles and
London, other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S.
Calcutta, due in London on 24th April, 1907.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents
and Value of all Packages are required.

For further Particulars, apply to
J. A. HEWETT,
Superintendent,
Hongkong, 26th February, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, CALLAO
AND IQUIQUE VIA
JAPAN PORTS.

Will be sent to VALPARAISO if sufficient
inducement.

Steamers Tons To sail
"GLENFARG" 4,400, March 26, at Noon
"KASATO MARU" 6,102, April 25, at Noon

Taking Freight and Passengers to other
Eastern and Western Coast ports of South
America in connection with Steamers of the
Pacific S.N. Co.

The above Steamers have splendid Accom-
modation and are fitted throughout with
Electric Light. A duly qualified Surgeon is
carried on each boat.

K. MATSUDA,
Manager,
York Building,
Hongkong, 8th February, 1907.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAAY, ADEN, DJI-
BOUTI, EGYPT, MAR-
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TONKIN,"
Captain Chabbinel, will be despatched for
MARSEILLES on TUESDAY, the 19th
March, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Nera* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. *ERNEST SIMONS* 2nd April.
S.S. *POLYNESIE* 16th April.
S.S. *VILLE DE LA CROIX* 30th April.
S.S. *SALAZIE* 14th May.

G. DE CHAMPEAUX,
Agent.
Hongkong, 5th March, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Lyra</i>	4,417	H.C. Armstrong	13th April
<i>Shawmut</i>	9,606	E. V. Roberts	23rd April
<i>Tremont</i>	9,606	T. W. Garlick	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The two-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DOUWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th March, 1907.

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
	19.00	—
	16.00	—
WHISKY, PALL MALL	19.00	—
JOHN WALKER	12.00	—
C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1860.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES

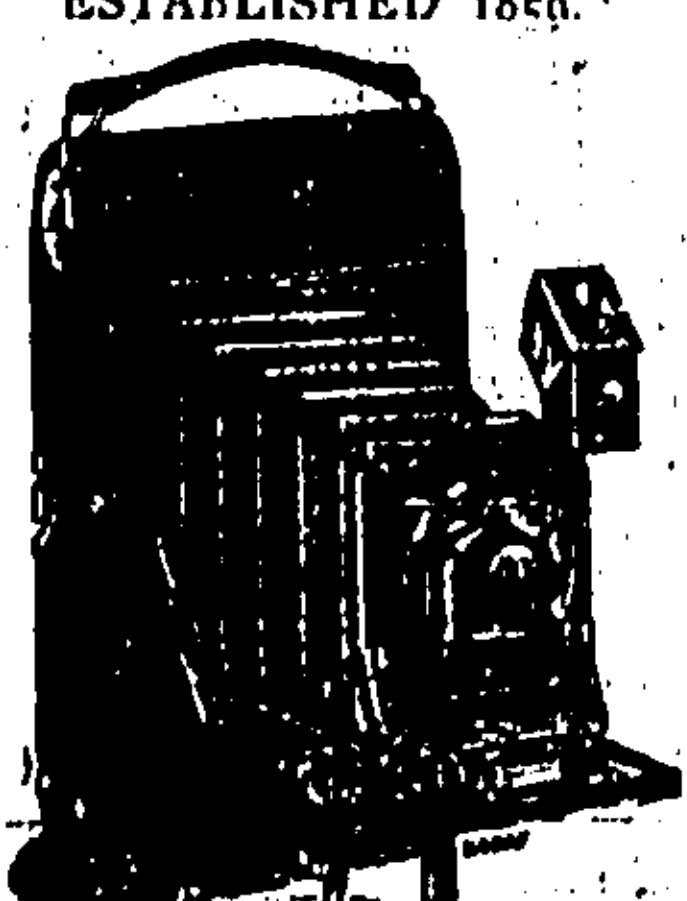
EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	PAID UP.	RESERVE.	POSITION AS PER LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$1,000,000 \$250,000 \$12,735 \$150,000	\$1,721,558 \$2 (London 3/6) for 1903	4 1/2 %	\$89 1/2 London £104.10
National Bank of China, Limited	1,000,000	75	75	\$1,000,000 \$1,000,000 \$250,000 \$12,735 \$150,000	\$74,099	—	\$50
MARINE INSURANCES.							
Antion Insurance Office, Limited	1,000	250	250	\$1,475,000 \$200,000	\$233,538 \$20 for 1905	6 1/2 %	\$295 sellers
North China Insurance Company, Limited	10,000	115	115	\$1,100,000 Tls. 100,000 Tls. 50,000 \$2,000,000 \$24,000 \$11,131 \$11,844 \$160,279 \$806,000 \$61,778 \$15,527	Tls. 185,519 Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Yangtze Insurance Association, Limited	8,000	100	100	\$1,000,000 \$1,000,000 \$120,488 \$2,616 \$1,220,928	\$508,334 \$12 and \$3 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	100	100	\$1,000,000 \$1,000,000 \$120,488 \$2,616 \$1,220,928	\$344,098 \$6 for 1904	6 1/2 %	\$98 sales and b.
Hongkong Fire Insurance Company, Limited	8,000	250	250	\$1,000,000 \$1,000,000 \$120,488 \$2,616 \$1,220,928	\$422,618 \$25 for 1904	6 1/2 %	\$385
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	25	25	\$6,000 \$261,638 \$93,562 \$350,000 \$600,000 \$143,386 \$120,000 \$280,938 \$3,999	\$6,563 Nil. \$2 1/2 for year ended 30.6.1906	7 1/2 %	\$20
Douglas Steamship Company, Limited	20,000	50	50	\$10,000 \$350,000 \$600,000 \$143,386 \$120,000 \$280,938 \$3,999	\$20,170 \$1 for 1904 and half-year making \$2.00 for 1906	6 1/2 %	\$30 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	50,000	115	115	\$1,100,000 Tls. 100,000 Tls. 50,000 \$2,000,000 \$24,000 \$11,131 \$11,844 \$160,279 \$806,000 \$61,778 \$15,527	\$2,412 10/- @ ex. 2 1/2 9/16 = \$1.60	5 1/2 %	\$86
Indo-China Steam Navigation Company, Limited	60,000	110	110	\$1,100,000 Tls. 100,000 Tls. 50,000 \$2,000,000 \$24,000 \$11,131 \$11,844 \$160,279 \$806,000 \$61,778 \$15,527	Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 58 sellers
Shanghai Tug and Lighter Company, Limited	200,000	15	15	\$15,000 \$40,444 \$65,000 \$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$107,815 1/- (Coupon No. 7) for 1906	6 1/2 %	Tls. 40 buyers
Star Ferry Company, Limited	10,000	10	10	\$10,000 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$218 Interim div. of Tls. 2 account 1906	5 1/2 % 3 1/2 %	\$30 buyers \$20 buyers
Taku Tug and Lighter Company, Limited	30,000	15	15	\$15,000 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	\$13,913	8 1/2 %	T. Tls. 49 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	100	100	\$100,000 \$85,129 Tls. 100,000	\$40,914 Final of \$15 making \$25 for 1905	20 %	\$124 sellers
Luzon Sugar Refining Company, Limited	7,000	100	100	\$70,000 Tls. 100,000	\$132,588 \$1 for 1907	—	\$21
Perak Sugar Cultivation Company, Limited	7,000	100	100	\$70,000 Tls. 100,000	Tls. 8,935 Tls. 4 (8 %) for year ending 31.8.06	5 1/2 %	Tls. 75 sellers
MISCELLANEOUS.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$100,000 \$26,011 none	\$12,546 Interim of 50 cents for account 1906	5 % 10 %	Tls. 13 sales G. \$10
Central Consolidated Mining Company, Limited	500,000	1	1	\$50,000 \$8,745 none	\$8,745 1/- 12 of 1/- = 12 cents	—	\$8.5 sales
Kalub Australian Gold Mining Company, Limited	150,000	1	1	\$15,000 \$8,745 none	\$8,745 1/- 12 of 1/- = 12 cents	—	\$8.5 sales
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	25	25	\$75,000 \$65,160 \$20,000 \$400,933	\$8,915 \$2 for 1905	1 1/2 %	\$21
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	10	10	\$100,000 \$65,160 \$20,000 \$400,933	\$20,040 \$2 1/2 for a/c 1906	6 1/2 %	\$93
Whampoa and Whampoa Dock Company, Ltd.	50,000	50	50	\$50,000 \$50,000 \$188,000 \$2,221	\$400,933 \$6 for 1904 and half-year making \$12 for 1906	9 %	\$134 ex div.
New Amoy Dock Company, Limited	10,000	50	50	\$50,000 \$50,000 \$188,000 \$2,221	\$2,221 \$1 for 1905	8 1/2 %	\$12
Shanghai Dock and Engineering Co., Ltd.	55,700	100	100	\$100,000 \$1,000,000 \$8,721,710 Tls. 57,065	Tls. 3,997 Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 107 sales
Shanghai and Hongkong Wharf Company, Limited	32,000	100	100	\$100,000 Tls. 57,065 none	Tls. 57,065 Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 235 buyers
Do. do. (new)	2,500	100	100	\$25,000 Tls. 30,000	none	—	Tls. 235
Yangtze Wharf and Godown Company, Limited	2,500	100	100	\$25,000 Tls. 30,000	Tls. 5,668 Tls. 18 for 1905	7 1/2 %	Tls. 250 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	100	100	\$250,000 \$30,000 \$8,418	none First year	—	Tls. 105 buyers
Star House Hotel Company, Limited (Shanghai)	20,000	125	125	\$250,000 \$8,418 \$4,719	\$8,418 \$3 for year ended 30.6.1906	10 1/2 %	\$29 buyers
Central Stores, Limited	6,000	125	125	\$75,000 \$4,719 none	\$4,719 \$2.40 on \$7 1/2 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	125	125	\$30,000 \$4,719 none	\$4,719 7 % on \$7 1/2 for 1905	—	\$164 buyers
Do. (Founders)	123	125	125	\$15,375 \$10,057 \$5 for first half-year for 1906	None	—	\$300 buyers
Hongkong Hotel Company, Limited	12,000	50	50	\$60,000 \$19,075 \$15,218 Tls. 1,935 \$4,999	\$19,057 \$5 for first half-year for 1906	8 1/2 %	\$123 sales
Hongkong Land Investment and Agency Co., Ltd.	60,000	100	100	\$600,000 \$15,218 \$10,057 Tls. 1,935 \$4,999	Final div. of \$13 making \$7 for 1906	6 1/2 %	Tls. 107 buyers
Hotel des Colonies Company, Limited	9,000	25	25	\$22,500 Tls. 1,935 \$4,999	Final of 6 1/2 = 10 % for 1905	10 1/2 %	Tls. 151
Hotel Metropole Company, Limited	7,000	100	100	\$70,000 \$11,567 \$7,080	Final of \$6 making \$10	12 1/2 %	\$80
Humphreys Estate & Finance Company, Limited	10,000	10	10	\$10,000 \$11,567 \$7,080	80 cents for 1906	7 1/2 %	\$112 sellers
Kowloon Land and Building Company, Limited	6,000	50	50	\$30,000 \$7,080 Tls. 860,193 Tls. 170,000 none	\$7,080 \$2 1/2 for 1906	6 1/2 %	\$371
Shanghai Land Investment Company, Limited	20,000	100	100	\$200,000 Tls. 860,193 Tls. 170,000 none	Tls. 860,193 Final div. of Tls. 3 & bonus Tls. 1 (old sh.) & div. of 75 cts. & bonus of 1 cts. (new sh.) for 1906	7 1/2 %	Tls. 102 sellers
Do. do. (new issue)	20,000	100	100	\$200,000 Tls. 170,000 none	Tls. 170,000 Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	Tls. 64
West Point Building Company, Limited	12,500	50	50	\$62,500 \$1,519	\$1,519	—	\$10
COTTON MILLS.							
Two Cotton Spinning and Weaving Company, Ltd.	15,000	100	100	\$150,000 Tls. 45,939 \$110,000	Tls. 64,986 Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 75 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	10	10	\$1,250,000 Tls. 45,939 \$110,000	\$21,660 \$1 1/2 for the year ending 31.7.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.	10,000	75	75	\$750,000 Tls. 35,211 Tls. 31,459 Tls. 35,980	Tls. 35,211 Tls. 6 for year ended 30.9.06 (8 %)	9 1/2 %	Tls. 64 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	100	100	\$80,000 Tls. 31,459 Tls. 35,980	Tls. 31,459 Tls. 8 for 1906	6 1/2 %	Tls. 124 ex div.
Soy Chee Cotton Spinning Company, Limited	7,000	100	100	\$70,000 Tls. 35,980	Tls. 35,980 Tls. 25 for 1906	6 %	Tls. 420
MISCELLANEOUS.							
Anglo-German-Brewery Company, Limited	4,000	100	100	\$40,000 \$1,066 \$814 \$1,097 Nil.	\$1,066 \$7 for 1905	7 1/2 %	\$971
Bell's Asbestos Eastern Agency, Limited	8,000	126	126	\$100,800 \$814 \$1,097 Nil.	\$814 13 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	10	10	\$12,000 \$1,097 Nil.	\$1,097 \$3 for 1905	10 %	\$50
China-Borneo Company, Limited	60,000	12	12	\$720,000 \$1,097 Nil.	Nil. \$1 for 1904	—	\$10
China Flour Mill Co., Limited	4,000	100	100	\$40,000 Tls. 889 \$1,219 \$835 \$2,555	Tls. 889 Final of Tls. 5 making Tls. 10 for 1905	17 1/2 %	Tls. 57 sales
China Light and Power Company, Limited	50,000	10	10	\$500,000 \$1,219 \$835 \$2,555	\$1,219 60 cents for year ended 30.6.06	6 1/2 %	\$8
China Provident Loan & Mortgage Company, Ltd.	100,000	10	10	\$1,000,000 \$835 \$2,555	\$835 80 cents for 1906	9 %	\$8.90 buyers
Dairy Farm Company, Limited	25,000	75	75	\$1,875,000 \$2,555 \$10,804 \$20,893 \$2,568	\$2,555 \$1.30 for year ending 31.7.1906	8 %	\$164 sales
Green Island Cement Company, Limited	200,000	10	10	\$2,000,000 \$10,804 \$20,893 \$2,568	\$10,804 Final of \$1 1/2 making \$2.00 for 1906	10 %	\$504 ex div.
Hill & Holt, Limited	21,000	20	20	\$420,000 \$20,893 \$2,568	\$20,893 \$2 1/2 for year ending 30.6.06	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	10	10	\$600,000 \$2,568 \$2,795 \$4,361 \$5,813 \$88	\$2,568 \$1.00 for 10 months ending 28.2.06	7 1/2 %	\$154 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	100	100	\$125,000 \$2,795 \$4,361 \$5,813 \$88	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$225
Hongkong Ice Company, Limited	5,000	125	125	\$625,000 \$4,361 \$5,813 \$88	Final of \$18 making \$22 for yr. ending 31.12.06	9 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	10	10	\$500,000 \$5,813 \$88	\$9 for 1905 on 5 shares	8 1/2 %	\$21
Hongkong Steam Waterboat Company, Limited	15,000	10	10	\$150,000 Tls. 547,500 Tls. 27,603 De P. 34,317 Tls. 11,017	Final of 50 cents making \$1 for the year	15 1/2 %	\$21
Maatschappij tot Mijlen, Bosch en Landbouwen	25,000	100	100	\$2,500,000 Tls. 547,500 Tls. 27,603 De P. 34,317 Tls. 11,017	4th interim div. of Tls. 7 1/2 making Tls. 30	8 1/2 %	Tls. 263 buyers
Philippine Gas Company, Limited	67,500	10	10	\$675,000 Tls. 27,603 none	50 far a/c 1906	—	\$5 buyers
Shanghai Gas Company, Limited (old)	67,500	10	10	\$675,000 Tls. 27,603 none	None	—	Tls. 109 buyers
Do. do. (new)	67,500	10	10	\$675,000 Tls. 27,603 none	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 106 b.
Shanghai Horse Bazaar Co., Ltd.	5,400	100	100	\$54,000 Tls. 37,000 Tls. 17,000	Tls. 37,000 Tls. 6 for 1904	15 1/2 %	Tls. 38
Shanghai Pulp and Paper Company, Limited	4,500	100	100	\$45,000 Tls. 14,820 Tls. 30,000	Tls. 14,820 Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	20	20	\$60,000 Tls. 14,820 Tls. 30,000	Tls. 14,820 Interim div. of Tls. 4 on account 1906	4 1/2 %	Tls. 105 buyers
Shanghai Waterworks Company, Limited	8,175	20	20	\$163,500 Tls. 190,000 none	Tls. 190,000 Interim div. of 15/- for 1-year 1906	—	Tls. 360
South China Murng Post, Limited	7,200	25	25	\$18,000 none	Interim div. of 5/- for 1-year 1906	—	Tls. 325 sales
Steam Laundry Company, Limited	20,000	5	5	\$100,000 none	None	—	\$25
Heensin Waterworks Company, Limited	2,000	100	100	\$200,000 Tls. 11,295 Tls. 4,000	\$11,295 30 cts. (old) & 15 cts. (new) for year ending 31.5.06	7 1/2 %	\$58
United Asbestos Oriental Agency, Limited	9,900	10	10	\$99,000 \$55,000 \$300,000 \$25,000	\$55,000 70 cents for year ending 31.5.1906	8 1/2 %	\$10
Do. (Founders)	100	10	10	\$1,000 \$300,000 \$25,000	\$25,000 Interim of 40 cents for account 1906	8 1/2 %	\$150
Watson, A. & Co., Limited	90,000	10	10	\$900,000 \$4,500	\$4,500 Final of 33 cts. making 80 cts. for the year ended 30th June, 1906	10 1/2 %	\$7 1/2
William Powell, Limited	15,000	10	10	\$150,000 \$4,500	\$4,500	—	\$7 1/2
DIVIDENDS PAYABLE:—							
Soy Chee Cotton S. Co., Ltd.	Tls. 50	March 5th					
Hongkong Hotel Co., Ltd.	55	11th					
Hongkong Fire Insurance Co.	\$40	11th					
Langkai, etc.	Tls. 71	11th					
China Fire Insurance Co.	\$18	11th					
Central Stores, Ltd.	\$1.80	11th					
China and Manila S. S. Co.	\$1	11th					